# High Steer vs. Traditional Steering: Which Is Best for Off-Roading?

**🔗 Buy the Complete High Steer Kit Here : https://www.eastwestoffroad.com/product/ewo-complete-dana-44-chevy-10-bolt-high-steer-crossover-steer-kit-with-knuckles**

Off-roading is all about control, clearance, and confidence. If you've spent any time on trails, chances are you've heard the term **high steer** tossed around in forums or garage talks. But what is high steer, and do you actually need it?

Let's break it down—comparing **traditional steering vs. high steer**—so you can decide the best option for your rig.

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## What Is Traditional Steering?

Most rigs with a solid front axle come with a **traditional steering setup**, which usually includes:

- **Tie rod** – runs between the knuckles

- **Drag link** – connects the pitman arm to the tie rod (or sometimes directly to the knuckle)

This works fine for pavement driving and mild trails. But when you add:

- Bigger tires
- A suspension lift
- Aggressive off-road terrain

…problems start to show up.

⚠ Issues with traditional steering:

- Poor steering angles
- **Bump steer** (sudden, unwanted steering inputs)
- Low tie rod clearance (making it a rock magnet)

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# What Is High Steer and Why Does It Matter?

High steer is more than just an upgrade—it's a **complete re-engineering** of your steering geometry.

By relocating steering components **above the axle centerline** (using **flat-top knuckles** and aftermarket arms), high steer dramatically improves clearance and handling.

## Benefits of High Steer

- **Better clearance** – tie rods and drag links are raised out of the danger zone
- **Improved steering geometry** – reduced stress on suspension and steering box
- **Reduced bump steer** – especially on lifted rigs
- **Stronger trail durability** – components stay protected from rocks and obstacles

**Check Out This Complete High Steer Crossover Steering Kit**

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# High Steer vs. Traditional Steering: Quick Comparison

| Feature | Traditional Steering | High Steer Steering |
|---|---|---|
| **Clearance** | Tie rod hangs low, exposed | Raised, protected components |
| **Geometry** | Poor angles with lift kits | Flat, improved steering angles |
| **Bump Steer** | Common on lifted rigs | Greatly reduced |
| **Handling** | Loose, twitchy feel | Tighter, more responsive |
| **Durability** | Components vulnerable | Protected, stronger setup |

# Do You Really Need High Steer?

Not every rig needs high steer. If you're just running **31-inch tires** with a small lift and hitting fire roads, **traditional steering** is enough.

But you should consider high steer if you:

- Run **35" tires or larger**
- Lifted your rig **4" or more**
- Regularly rock crawl or tackle hard trails
- Deal with **bump steer** or poor handling
- Plan on adding **hydro assist steering**

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# What's Included in a High Steer Kit?

A complete **high steer kit** typically includes:

- Flat-top knuckles (OEM or aftermarket)
- Heavy-duty **high steer arms**
- Reinforced tie rod & drag link
- Reaming tools or inserts for alignment

 We recommend the **EWO Complete Dana 44 / Chevy 10-Bolt High Steer Crossover Steer Kit with Knuckles** for a proven, trail-ready solution.

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## Cost vs. Value

Yes, high steer is more expensive upfront. But think about the costs of:

- Bent tie rods
- Broken ball joints
- Trailside steering box failures

Those repairs add up quickly. High steer not only improves your trail experience—it also protects your investment.

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## Final Verdict: High Steer or Traditional Steering?

- **Traditional Steering** – Best for mild lifts, small tires, and weekend cruising.
- **High Steer** – Essential for serious off-roaders running big tires, lifts, and rocky terrain.

Bottom line: If you want **control, clearance, and durability**, high steer is the winner.

**Upgrade Your Rig with a Complete High Steer Kit Today**

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## FAQs – High Steer vs. Traditional Steering

**Q1: What is the main advantage of high steer for off-roading?**
High steer provides better clearance, improved steering geometry, and reduced bump steer—making it ideal for lifted rigs with larger tires.

**Q2: Do I need high steer for a daily driver Jeep or truck?**
If your vehicle has only a small lift and mild tires, traditional steering works fine. High steer is most beneficial for serious off-road builds.

**Q3: Is a high steer kit difficult to install?**
It requires some mechanical skills and possibly reaming tools, but it’s a common upgrade for experienced off-roaders and shops.

**Q4: Does high steer help with hydro assist steering?**
Yes! High steer provides cleaner geometry for mounting hydraulic assist, making it more efficient and durable.

**Q5: What's the best high steer kit for a Dana 44 or Chevy 10-Bolt axle?**
The **EWO Complete High Steer Crossover Kit with Knuckles** is one of the top options for strength, performance, and reliability.

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# Keywords

high steer kit, high steer vs traditional steering, Dana 44 high steer kit, Chevy 10 bolt high steer, off-road steering upgrades, crossover steering kit, bump steer fix, Jeep high steer kit, off-road suspension upgrade, heavy duty steering kit